

What is claimed is:

1. A continuously moving sidewalk pedestrian transport system, comprising:

a) a continuous railway loop having a plurality of spaced elongated tie rods connecting a pair of continuous parallel rails, the parallel rails having top, inner and outer side surfaces and a groove formed along a lower portion of each rail outer side surface, the continuous railway loop positioned on a ground surface bed;

b) a sidewalk pathway mounted over the pair of continuous parallel rails for supporting pedestrian traffic, the sidewalk pathway having a top and bottom surface, opposed outer distal edges and a bottom edge of each opposed outer distal edge, each bottom edge having a bead formed thereon for engaging and communicating with the groove of the rail;

c) an enclosed area defined below the sidewalk pathway bottom surface, above the top surface of the ground surface bed and between the parallel rail inner side surfaces;

d) a hydraulic seal disposed along a bottom portion of the enclosed area over the surface bed top surface and along the parallel rail inner surfaces;

e) a fluid retained in the enclosed area between the hydraulic seal and the sidewalk pathway bottom surface;

f) a fluid pump communicating with the fluid retained in the enclosed area providing a constant pressure to the fluid creating a fluid flow; and

g) a power source providing an electrical source to the fluid pump.

2. The pedestrian transport system of Claim 1, further comprising a plurality of downwardly extending cup portions formed along the sidewalk pathway bottom surface, each cup portion having an open front end, a closed back end and a cavity formed therein, the cup portions permitting fluid to enter the cavity to assist in the movement of the sidewalk pathway along the fluid flow.

3. The pedestrian transport system of Claim 1, wherein the ground surface bed is stone gravel.

4. The pedestrian transport system of Claim 3, wherein the plurality of elongated ties rods are embedded in the stone gravel.

5. The pedestrian transport system of Claim 1, further comprising a lubricant disposed between the sidewalk pathway bottom surface at the opposed outer distal and bottom edges and the rail top and outer side surfaces.

6. The pedestrian transport system of Claim 5, wherein the lubricant is chosen from the group consisting of grease, petroleum and silicone.

7. The pedestrian transport system of Claim 1, wherein each bead is integrally formed along a distal end of the opposed outer distal edge bottom edges.
8. The pedestrian transport system of Claim 7, wherein each bead extends inwardly at an angle from the opposed outer distal edge bottom edges to engage and communicate with the rail grooves.
9. The pedestrian transport system of Claim 1, wherein the hydraulic seal is continuous.
10. The pedestrian transport system of Claim 1, wherein the hydraulic seal is formed by employing a sealant in the enclosed area, the sealant chosen from the group consisting of polymers, acrylic, metal and clay soil.
11. The pedestrian transport system of Claim 1, wherein the fluid retained in the enclosed area has a level which does not exceed a height of each rail.
12. The pedestrian transport system of Claim 1, wherein the continuous parallel rails are attached to the plurality of elongated ties by nails.
13. A continuously moving sidewalk pedestrian transport system, comprising:
 - a) a continuous railway loop having a plurality of spaced elongated tie rods connecting a pair of continuous parallel rails, the parallel rails having top, inner and outer side

surfaces and a groove formed along a lower portion of each rail outer side surface, the continuous railway loop positioned on a ground surface bed and located within a residential community for permitting pedestrians to position themselves upon the loop and move from one location in the community to a multitude of other locations therewithin;

b) a sidewalk pathway mounted over the pair of continuous parallel rails for supporting the pedestrians, the sidewalk pathway having a top and bottom surface, opposed outer distal edges and a bottom edge of each opposed outer distal edge, each bottom edge having a bead formed along a distal end inwardly extending therefrom for engaging and communicating with the groove of the rail;

c) a lubricant disposed intermediate the pathway bottom surface at the opposed outer distal and bottom edges and the rail top and outer side surfaces;

d) a fluid retaining enclosed area defined below the sidewalk pathway bottom surface, above the top surface of the ground surface bed and between the parallel rail inner side surfaces;

e) a hydraulic seal disposed along a bottom portion of the enclosed area over the surface bed top surface and along the parallel rail inner surfaces;

f) a fluid retained in the enclosed area between the hydraulic seal and the sidewalk pathway bottom surface;

g) a fluid pump communicating with the fluid retained in the enclosed area providing a constant pressure to the fluid creating a fluid flow; and

h) a power source providing an electrical source to the fluid pump.

14. The pedestrian transport system of Claim 13, further comprising a plurality of downwardly extending cup portions formed along the sidewalk pathway bottom surface, each cup portion having an open front end, a closed back end and a cavity formed therein, the cup portions permitting fluid to enter the cavity to assist in the movement of the sidewalk pathway along the fluid flow.

15. The pedestrian transport system of Claim 14, wherein the downwardly extending cup portions are formed by cutting a slit into the sidewalk pathway bottom surface.

16. The pedestrian transport system of Claim 13, further comprising a multitude of nails for attaching the pair of continuous parallel rails to the plurality of spaced elongated tie rods.

17. The pedestrian transport system of Claim 13, wherein the lubricant is chosen from the group consisting of grease, petroleum and silicone.

18. The pedestrian transport system of Claim 13, wherein the hydraulic seal is continuous.

19. The pedestrian transport system of Claim 18, wherein the continuous hydraulic seal is formed by employing a sealant in the enclosed area, the sealant chosen from the group consisting of polymers, acrylic, metal and clay soil.

20. The pedestrian transport system of Claim 13, wherein the fluid retained in the enclosed area has a level which does not exceed a height of each rail.